

**CITY OF SCOTTSDALE TRANSPORTATION COMMISSION  
REGULAR MEETING  
THURSDAY, APRIL 17, 2003  
KIVA - City Hall  
3939 N. Drinkwater Boulevard, Scottsdale, Arizona 85251**

Present: Brian Davis, Commissioner  
Mark Gilliland, Vice-Chair  
David Hill, Commissioner  
Vivian Johnson, Commissioner  
Mark Melnychenko, Chairman  
John Rooney, Commissioner

Staff Present: Rose Arballo  
Debbie Astin  
Amy Corathers  
Bruce Dressel  
Michelle Korf  
Fran LaPrairie  
John Little  
Jim McIntyre  
Janet Secor

Others Present: Matt Burt, BRW  
Art Rullo, City of Scottsdale Budget Director  
Jeff Nichols, City of Scottsdale, Finance

**1. CHAIRMAN MELNYCHENKO CALLED THE REGULAR MEETING TO ORDER AT 6:04 P.M.**

**2. SECRETARY ARBALLO CALLED THE ROLL – ALL PRESENT.** Commissioner Jeff Swartz was appointed to the Planning Commission on April 7, 2003 and therefore is no longer part of the Transportation Commission.

**3. APPROVAL OF MINUTES OF FEBRUARY 20, 2003**

With regard to the April 7 and April 21 Council meetings pertaining to the budget, Commissioner Hill asked that the first paragraph on page 5 of the draft minutes be verified. Mr. Little stated that the April 21<sup>st</sup> meeting would consist of budget policy discussions by city budget staff and the Council. Mr. Rullo added that the following public hearings have also been scheduled: May 6, 2003; May 19, 2003 (second public hearing along with tentative adoption of the budget); and June 2, 2003 (third public hearing and final adoption of the budget).

Per Commissioner Hill's initial request on page 5, paragraph 4, of the February 20<sup>th</sup> Commission meeting minutes, he asked that a copy of the current recommended budget (operating and capital) be provided for review. Ms. Secor will provide.

**COMMISSIONER ROONEY MADE A MOTION TO APPROVE THE MINUTES OF FEBRUARY 20, 2003 AS DRAFTED. COMMISSIONER HILL SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY 6-0.**

**4. ITEMS FROM THE FLOOR**

None.

**\*Due to the large number of citizens present at the Commission meeting, Chairman Melnychenko asked that Agenda Item #7 be positioned to Item #6 to allow citizens to speak.**

#### **5. OPPORTUNITIES PRESENTED BY EXTENSION OF ½ CENT SALES TAX (RARE)**

Mr. Olson gave a brief overview on the possible extension of the 1/2-cent sales tax. He explained that the 20-year period of the 1/2-cent sales tax approved by voters in Maricopa County in 1985 to fund transportation is nearing an end. Due to the many transportation needs that still need to be addressed, it is time to go back and look at what the transportation needs are for the future and address what can be done to address those needs. The legislation is moving through the legislative process to ask RPTA, MAG and ADOT to work together to develop a transportation plan for Maricopa County. This transportation plan would be implemented through the fund made available by the passage of the extension of the 1/2-cent sales tax.

MAG staff projects that an extension of the 1/2-cent sales tax over the next 20 years will generate approximately \$8.3 billion. That combined with other funding sources could develop a regional transportation plan totaling \$17.1 billion. These funds could be used for:

- regional freeway and roadway systems
- HOV lanes and single occupancy vehicle lanes
- intersection improvements
- development and improvement of transit systems
- bus system
- Intelligent Transportation System

The legislature expects MAG to develop a regional transportation plan by September 2003. At that time, a review process leading to final approval of the regional transportation plan will occur in May 2004. As part of the regional transportation planning process, Mr. Olson mentioned that Transportation staff would be seeking the Commission's input in identifying transportation needs in Scottsdale.

The following citizen comment was made on this agenda item:

#### **Dianne Barker, 5111 North 40th Street, Scottsdale, AZ 85018**

Ms. Barker spoke in favor of House Bill 2292. She believes that a comprehensive transit system for the future is needed. She also believes that people need to get informed of the extension of the 1/2-cent sales tax. She stated that House Bill 2292 can be read on the legislative website.

In preparation for the September deadline, Commissioner Gilliland asked Mr. Little to address some of the staff activities that citizens or the Commission might participate in. Mr. Little referred this question to Ms. Korf. Ms. Korf stated that at this time city staff is very involved in the regional planning process. The Honorable Mayor Manross is part of the Transportation Policy Committee (TPC) that meets monthly at the Maricopa Association of Governments (MAG). Staff does attend these TPC meetings and are in contact with Intergovernmental Relations staff and other colleagues in the valley on a regular basis. Ms. Korf added that the public process would occur at the regional level through the TPC. Ms. Korf stated that the Transportation Commission will be hearing a presentation on specific projects proposed for the city of Scottsdale.

#### **7. PUBLIC HEARING ON PROPOSED REDUCTIONS IN TRANSIT SERVICE**

Mr. Little made opening comments regarding the proposed reduction of transit service. He pointed out that people should understand that cuts are being made throughout the city due to the financial challenges, and are not being directed only towards transit. Transportation staff has a major challenge in helping to present a balanced budget; therefore he would like people to understand where these proposed cuts fit into that context. Mr. Little introduced Mr. Art Rullo, who provided an economic overview of the city's budget.

Mr. Rullo stated that the projected budget revenues for the FY 2003-04 are projected to be down \$5.6 million from the current year-end estimate of 2002-03. The 2002-03 budget is lower than the current year's budget by nearly \$8 million. The expenditures for next year are also expected to be down nearly \$8.8 million for the city. Some things the

city has done to help control costs are: No pay market adjustments for employees will be provided next year; 32 positions have been eliminated totaling about \$2 million on an annualized basis; reduced travel and training by \$1.4 million; and eliminated employee programs that equate to about \$1 million.

Mr. Rullo stated there are additional challenges with cost drivers within the budget. These cost drivers which need to be factored into the budget include the State Retirement System, increased cost of \$2.6 million in health care; and increased cost for fire services for next year over \$2 million.

The FY 2003-04 budget is prepared on a zero based approach that has identified approximately 180 programs. The Citizens' Budget Review Committee is looking at each program budget, the operating budget, the CIP budget, and the 5-year revenue forecast. The Citizens' Budget Review Committee's report, along with staffs' responses, will be available shortly.

As previously mentioned, as of March 2003, the city is \$8 million below the expected budget. There is nothing on the horizon that reflects a turnaround in the near future will occur. Some of the broad objectives used to put this budget together this year include investing in the community through the CIP or Economic Vitality, future planning, and directing a balance with the current needs in the city.

Ms. Korf stated that at the direction of the Finance Department, Transportation staff was asked to reduce the transit budget for FY 2003-04 by \$1.4 million. Ms. Korf proceeded to give an overview of how staff proposed to do this.

She explained that the thought process behind the development of the proposed changes in transit was staffs' objective to balance between (1) route performance and (2) choices for riders. She stated that a review of the transit route performance measures with regard to cost per passenger showed that express routes tend to be expensive for the city to provide at \$15.00 per trip compared to \$2.00 - \$3.00 per trip for higher performing routes (i.e., Route 81 and Route 72). Ms. Korf also stated that it is staffs' intent to try to preserve choices for riders who may not have many options for transportation. The best way to do this is to focus on route frequencies.

Staffs' proposed changes to transit are as follows:

- Route 66 (68<sup>th</sup> Street) – Reduce Saturday and weekday midday service from 30-minute frequency to 60-minute frequency.
- Route 72 (Scottsdale Road) – Reduce late night service from 30-minute frequency to 60-minute frequency on weekdays, Saturday, and all day Sunday. Reduce midday service from Tempe to Loloma and weekday peak service from 15-minute frequency to 30-minute frequency.
- Route 76 (Miller Road) – Reduce Saturday service and weekday midday service from 30-minute frequency to 60-minute frequency.
- Route 81 (Hayden Road) – Reduce weekday peak service from 15-minute frequency to 30-minute frequency.
- Route 84 (Granite Reef) – Reduce weekday service from 30-minute frequency to 60-minute frequency.
- Route 114 (Via Linda) – Reduce weekday service from 30-minute frequency to 60-minute frequency.
- Route 170 (Bell Road/Frank Lloyd Wright) – Reduce weekday midday service from 30-minute frequency to 60-minute frequency.
- Route 510 (Hayden/Miller Express Route) – Eliminate service.
- Route 512 (Shea Express Route) – Eliminate 2 trips of 6 (the remaining trips are funded by RPTA).
- Maricopa County Special Services – Eliminate service; transfer eligible riders to Cab Connection, TRIP, or Dial-a-Ride.
- Downtown Trolley – Increase funding.

Ms. Korf mentioned that comments have been received from citizens in the form of e-mails, phone calls, written correspondence, and petitions. Most of this correspondence focuses on the elimination of Express Route 510, the elimination of the Maricopa County Special Services transportation, and frequency on several bus routes. This correspondence has been provided to the Commission and will be forwarded to the City Council along with any comments made at this public hearing.

Due to the reduced route frequencies, Commissioner Johnson expressed her concern with bus riders having to wait for the bus at stops without shelters or seating and asked for the status of the installation of bus shelters. Ms. Korf stated that bus shelters are an important amenity to the transportation program and that installation of shelters will continue.

Commissioner Rooney asked Ms. Korf to provide the criteria used to determine the elimination of Route 510 and the Maricopa County Special Services route. Ms. Korf stated that bus Route 510 is one of the lower performing routes with a cost of approximately \$15.00 per trip per person. Express route service does not operate like a traditional bus route that makes several stops and picks up several passengers which increases fare revenue. Express buses fill up once, make a few stops, and head directly to a specific destination. The Maricopa County Special Transportation Service represents the city's contribution to a countywide program. Staff suggests that people who use the County Special Transportation Services be encouraged to use Dial-a-Ride, Cab Connection, or TRIP.

Chairman Melnychenko opened the floor for citizen comments:

**Dr. Edward Rosenthal, 7260 East Sheridan Street, Scottsdale, AZ 85257**

Commented that he is familiar with public transportation and has had good experiences with the bus service. He primarily rides Route 72 and 76, which carries several students. He is opposed to reducing the bus frequency. He also expressed his concern with pollution in the air and feels that people should be encouraged to take public transportation instead of cars.

**Ophelia Nez, 985 North Granite Reef, Scottsdale, AZ 85257**

Feels that reduction in service and an increase in funding for the trolley is a blatant disregard for the community in favor of the tourists. Snowbirds are only here during the summer and bus riders take the bus year-round. She commented that bus youth passes are utilized more in the summer and that trolley ridership is low. Suggests that the city should provide the merchants with tokens or passes for tourists to allow them to utilize the bus system. Stated that if ridership is to be increased, buses need to go where people need to go, such as the Scottsdale Pavilions, the zoo, etc.

**Art Platzman, 4525 North 66<sup>th</sup> Street, Scottsdale, AZ 85251**

Lives alone and cannot drive. Relies on buses due to medical reasons. Expressed his concern on the number of people who cannot afford cars. Mr. Platzman referred to a quote from the Scottsdale Progress that reads, "poverty affects lives of many Scottsdale residents." He mentioned that although Scottsdale is an excellent community, about 11,650 households are at or below the federal poverty level with an annual income of \$18,104 or less for a family of four. He feels it is unfair to require these people to move or find other means of transportation. With regard to the Cab Connection and TRIP programs, he feels it is an insult to have participants sign a statement saying they understand the program. With regard to Dial-a-Ride, he has experienced long waits in trying to get to his destination. Mr. Platzman feels there is a need for public transportation and would like to see alternatives made in possibly trying to combine routes or re-routing buses to avoid a handicap in transportation.

*Also see attached correspondence addressed to Mayor Manross.*

**John Thornton, 7929 East Joshua Tree Lane, Scottsdale, AZ 85250**

Opposes the elimination of the 510 Express bus route. He believes that transit reduction has the effect of reducing the public's commitment to public transportation. He believes that public transportation is considered when people make long term commitments about where they will purchase a home and where they will work. Mr. Thornton is a state employee and mentioned that his employer is increasing its commitment to public transportation by offering a 100% subsidy of employees' bus fares for the summer months. He suggested that bus route improvements be made by possibly adding stops, improving bus shelters, and reducing (rather than eliminating) service on the 510.

**Barbara Costa, 8725 East Sage Drive, Scottsdale, AZ 85250**

Stated that she rides the 510 Express bus. Suggests that staff re-visit the budget to determine what the short term and long term needs are. She believes that transportation is not a short-term need and feels this is a long-term responsibility for all cities to support public transportation

**Cam Mercer, 7440 East Thomas, #160, Scottsdale, AZ 85251**

As the city has grown, we seem to be dissipating transportation to get people from one place to another. Eliminating a bus system is not the answer. Reduction in service is one thing--Elimination is another.

**Wanda Dovenspike, 8219 East Arlington Road, Scottsdale, AZ 85250**

Rides the 510 due to medical reasons and cannot drive. If the state feels their employees should ride the bus, then she thinks that the bus route should not be eliminated.

**Patricia Raymond, 7436 East Coronado Road, Scottsdale, AZ 85257**

Long time bus rider. Has experienced elimination of other bus routes. The elimination of 510 will be inconvenient for her getting to work due to adding an additional hour before and after work.

**Fred Auditor, 7507 East Papago, Scottsdale, AZ**

Is a professional of bus transit. Has received over 60 signatures from passengers who are voters and taxpayers asking the Transportation Commission to not drop the 512 Express. Concerning the city budget, he had several questions. The city has spent millions of dollars on consultant fees for Los Arcos mall. It is still vacant. The city has spent \$1 million at the Smitty's store. That is still vacant. The city wants to buy a bunch of desert land. Why do we need it? We need bus service. All the money spent on the vehicles at PD. We are the taxpayers. We are to save some of the taxpayer's money. Cut back on consultant fees, sell the land where Smitty's was, cut back on the purchase of unnecessary police vehicles and desert land; charge for downtown parking. People that drive, let them pay a meter fee and that money can go to transit; cut back on some street projects the city has planned. He believes there is someplace in the city where the streets don't need to be repaved right away. Why do we need to be cutting buses at this time? Each bus on the 512 route is almost full. He carries a lot of students. If his bus is eliminated, those students and everyone else has to go on the other two buses, or those people will drive. If they are crowded on the bus and we have to come to emergency stop, there is a safety factor. Who is going to be responsible for that? He hopes the city leads the way in setting an example for other cities with budget problems. Don't eliminate city transit. Encourage people to ride. Encouraged John Little and Ms. Korf to take the bus sometime instead of their car.

**Jim Tye, 8049 East Lewis, Scottsdale, AZ 85257**

Feels that Valley Metro and the city do not market Express Bus. If the Express bus were marketed properly, the cost per trip per person would probably be lower. Feels there are other options staff should pursue.

**Joe Niles, 6845 East Osborn Road, Scottsdale, AZ 85251**

A bus rider since 1992. Is a city of Phoenix employee who gets his bus pass paid for by the city. If he loses this benefit, he will need to drive to work, pay \$50 per month for parking, \$50 for gas, and \$50 for upkeep and insurance. The 510 bus riders will not be spending their money in Scottsdale. They will be driving back and forth and will be stopping in Phoenix. Riding the local bus is not an option. This will add 2 hours of commute time daily. This is time taken away from spending with his family. This bus is also used to move Scottsdale residents to jury duty for the county. We take care of our jury duty people for the county. We have 5-7 of them per month. In the January 2003 minutes, it was mentioned that 7 vintage trolleys would be purchased. Is it important to buy these now during a budget crisis? Also in those same minutes, it was mentioned that adding a fifth trolley would cost \$75,000 per season--the 510 costs \$104,000 per year. Thirty-six (36) people ride this bus per day. Bus riders conducted a poll and discovered there are between 85-90 riders during a 3-day period. In the January Commission minutes, it was mentioned that there was a ridership of 10-15%. That is high. Our minimum is 50% for the 510. The number of miles used to move people on an express route is high (30-40 miles). Local will be 2-3 miles because people are on and off.

**Joseph Marra, 8311 East Via de Ventura, #1020, Scottsdale, AZ 85258**

Chooses to take the bus because he has a choice to use his car or ride the bus. Others do not have a choice. Has ridden the 81 for 2 years and has seen the ridership increase. The decision to reduce it during peak hours is a mistake because you are going to put more cars on the road at a time when you want to be taking them off.

**Dan McCauley, 4335 North Miller Road, Scottsdale, AZ 85251**

Reducing bus frequencies will inconvenience riders by having them wait longer.

**Ali Makarachi, 3500 North Hayden Road, #903, Scottsdale, AZ 85251**

Mr. Makarachi, Transportation Planner with the City of Phoenix, stated that to provide a safe, efficient, and sustainable transportation system for the city, we need to have a connection to major employment centers, airports, etc. The elimination of Route 510 takes away the opportunity for people to make a choice between multimodal alternatives.

**Gary Irish, 2318 North 57<sup>th</sup> Place, Scottsdale, AZ 85257**

Has rode the bus for 17 years and feels there is a need to consider the benefits that riding the bus gives such as traffic congestion, pollution, etc. If public amenities are eliminated, it will decrease the City's quality of life. We are all concerned with economic prosperity. If we want to create a prosperous thriving economy, tourism in the long term will decrease in Scottsdale, therefore, the city has to look at the quality of life.

**William O'Connor, 7625 East Camelback, #B-251, Scottsdale, AZ 85251**

Hates driving and prefers to take the bus. It is important to provide options to people and have consistent bus service. When bus service is implemented, then reduced, changed and routes are changed, the more difficult it is for riders to build a life around that service. Read the streets master plan. One of the issues the streets master plan addresses is public transportation. My understanding from that is that public transportation is a key component to that streets master plan.

**Mike Hanrahan, 6631 East Palm Lane, Scottsdale, AZ 85257**

Referenced the Capital Ride Share review newsletter that announced the new ozone outlook program and the annual travel reduction survey. He does not understand the compatibility between the state spending good resources and conducting a public campaign to try to reduce people driving alone in cars and at the same time eliminating the alternative with another arm of government. Explained that he rides the bus to help with gridlock and not add to the creation of the poor air quality. In terms of budget alternatives suggested that the city consider getting out of the bid altogether with Steve Ellman who is spending so many millions of dollars to build 100 odd \$500,000 condominiums on the side of an irrigation ditch and calling it a waterfront development. Mr. Hanrahan feels this is a little more absurd than the trolley.

**Brian McAnallen, 3634 Drinkwater Blvd., Scottsdale, AZ 85251**

Mr. McAnallen, Director of Government Relations for Scottsdale Healthcare, spoke on behalf of his employer and some employees of Scottsdale Healthcare. As an incentive to employees and volunteers of this employer, bus passes are provided at 100% subsidy to over 119-130 employees and volunteers. He asked the commission to push back on staff and make a recommendation to the City Council to not cut back on bus service at a time when we are trying to encourage employees through trip reduction programs offered by the county and state. He added that employers in the community should help get people off the road to reduce congestion and help impact and reduce air pollution. Reports indicate that the city will exceed the ozone violation this summer, which will impact federal dollars going to the state, which go towards highway freeway dollars. By reducing the number of people and the ridership, Scottsdale is going to cause more of a problem by decreasing revenue coming into the state to solve this problem. As an employer representing Scottsdale Healthcare, he understands the budget situation the city is under. State and federal governments are facing budget situations; therefore, it is not a time to reduce services. He suggests there are other places in the city budget that can be cut and suggests that the Transportation Commission recommend to the City Council that they endorse the continuation of the 1/2-cent sales tax from the 1985 tax that will expire in two years. Those new dollars that will come from that continuation can be pumped back into this system to keep the buses and level of service being provided. There has been a lot of talk on the 510 route and all these routes are used by our employees and volunteers. Recommends not eliminating the 72, 76, or 66 routes; especially during midday and peak service which will affect a lot of people. He looks forward to working with the commission and council to work on this together.

**Todd Downing, 5335 East Shea, Scottsdale, AZ 85254**

Feels that each individual proposed schedule should be reviewed and at that time should be reviewed and at that time provide opinions about the recommendations. He would like to request this be provided and that discussion be taken again before reduction in service is made. While reducing schedules now may generate some immediate

savings, long term success in the system will be jeopardized by making public transportation a less possible mode of transportation. Reduced schedules will decrease the convenience making it a less attractive alternative to would-be riders and reduce current ridership by adding to the level of frustration experienced by the current riders. And who are these riders? He thinks the majority of the people who utilize public transportation are the elderly, teenagers, and the working poor, with the occasional rider who, out of concern for the environment, chooses to ride the bus. We don't know the effect of leaving these elderly people who for health reasons cannot drive. What would be the consequences of leaving our teenage children without a bus system? They use the bus system to get around, go to the mall, libraries, parks, youth centers, and church groups.. What of the working poor who travel to Scottsdale to work in our resorts, restaurants, etc.? Keep in mind they also do a fair amount of their shopping in Scottsdale, due to proximity of their work and bus lines. What does the reduction of service say to these people? We need to make Scottsdale a convenient, pleasant and inviting city to work in. The valley and Arizona in general is experiencing an unemployment rate of nearly 6%. Encourage the council to reconsider these drastic measures and urge them to consider a modest fare increase and redefine peak hours.

**Rob Wultsch, 6900 East Gold Dust, #107, Scottsdale, AZ 85253**

Is an ASU student who wishes that these changes would not happen as they affect him drastically. A number of years ago he had to make a decision between taking college classes while in high school and buying a new car. He chose to take classes assuming that he would be able to get around on the bus for a number of years until he could do something else. These changes do not allow him to see shows in Tempe or visit friends.

**James LaMay, 6039 East LeMarche Drive, Scottsdale, AZ 85254**

Executive Director of the Arizona Center for the Blind and Visually Impaired, a private non-profit agency serving blind and visually impaired citizens of Maricopa county. The changes will have an adverse affect on a number of blind and visually impaired individuals and he suspects on other individuals as well. The Maricopa county special van service is utilized by a number of blind and visually impaired clients who attend a weekly support group. This service is used to also bring newly blind and visually impaired individuals from Scottsdale and surrounding communities to learn rehabilitative skills that will teach them how to travel independently and to remain independent in their homes and communities. One out of every 10 individuals in the US is blind or visually impaired. In elders 65 years of age or older, that number is 1 out of every 5. These individuals are on fixed and limited incomes, they cannot afford cab services to and from the center and many also have additional disabilities. The option of transferring and waiting for a second van which may be delayed for hours causes hardship which will prevent many of them from receiving rehabilitative services. He is sure these measures are being considered in response to the economy we all have to deal with. He is also sure that what was stated earlier is true, that the proposed cuts are trying to impact the least number of individuals possible. However, I am sure neither the Transportation Commission nor City Council desires to put additional hardship on the disabled community.

**Marsha Summers, 7402 East Buena Terra Way, Scottsdale, AZ**

Spoke on behalf of the dialysis facility where she is a social worker. Many of her patients are dependent on the Maricopa County Special Services. The proposed alternatives are not viable. After a 4-hour dialysis treatment many of her patients are exhausted. When they rely on DAR, sometimes they wait for 2 to 2 1/2 hours for a 5-minute ride home. One of her patients could not speak and the DAR driver took her to another dialysis facility. She could not communicate to the driver that there was an error. The cab connection also isn't a viable option because it requires a copay of approximately \$2 each way. That is \$4 per day times 3 dialysis treatments per week totals about \$50 per month. A lot of patients are on a fixed income and this additional cost is something they cannot absorb. If the City of Scottsdale pulled their funding out from Maricopa County the van service would not be available because it appears that the Scottsdale area is assigned a specific van and driver and she doubts there would be funding to continue that service. So please consider not eliminating this service.

**Jeffrey Trumper, 1666 South Extension, Mesa, AZ 85210**

He uses the bus service extensively. Concerned with proposed decrease in bus frequency, which will cause him to be an hour late for work if he were to miss the bus.

**Dennis Wagner, 5129 North 15<sup>th</sup> Street, #521, Phoenix, AZ 85014**

He spends a lot of time in Scottsdale. He takes Route 81 three days a week and 72 one day a week. There are a number of people who ride these buses who are very concerned about the proposed decrease in service. Bus service needs to run later. Stated that people who make up Scottsdale are the residents, businesses, and people who work in Scottsdale. People have to come in from Phoenix to work in resorts and put their efforts in making this city what it is. We need to take these people into consideration. Scottsdale should continue to move forward to show the outlying areas that Scottsdale is transit oriented.

**Robert Hazen, 7701 East Osborn, Scottsdale, AZ 85251**

Participant of Cab Connection but uses the bus regularly. Has used Dial A Ride and has been stuck at changing points. So keep the bus service.

**Rose Magnan, 8301 East McDonald, Apt. 6101, Scottsdale, AZ 85250**

Bus rider for 15 years. Recent increase in bus frequency has been great. Pointed out that during the summer months, buses break down, riders need to sit in extreme heat, which will be worse if bus frequencies are increased. Cab Connection is a positive program.

**Michael Brady, 8207 East Jackrabbit Road, Scottsdale, AZ 85250**

Is a regular transit user commuting between home and job and school. Eliminating 510 will impact fewer people than changing off peak frequency of the 81 from 30 minutes to 60 minutes. The impact he would feel on these routes is that as an 81 rider, if the frequency changes from 30 minutes to 60 minutes, he can adjust his schedule. He would consider this an acceptable option even though it would be inconvenient. Being able to continue to take the 81 will allow him to also take the 510 regularly. As a regular 510 rider, if the 510 is eliminated he will be unable to make his main commute between Scottsdale and Phoenix by bus. It will put the option of choosing transit mostly out of his reach and he will take the route 81 less frequently or almost never. He rides the bus by choice. If the 510 is cut, his fellow riders will go back to their solo drives to work. They may be less likely to support transit in the future. The 510 is one of the few with the least amount of trips (2 in the morning and 2 in the evening) making it inconvenient as it is. In spite of this the bus runs nearly full on most regular working days. Low ridership figures he believes are faulty.

**Lynn Timmons Edwards, 7764 East Rovey Avenue, Scottsdale, AZ 85250**

Rider of the 510 for last 9 years and has served on the Parks Commission for 6 years. Thanked Councilman Silverman for being present. Riding the 510 allows Ms. Edwards to share her vehicle with her elders in the family. This is a mode we need to invest in. If we don't have alternative modes of transportation, we are going to have gridlock in the next generation.

**Diane Barker, 5111 North 40<sup>th</sup> Street, Phoenix, AZ 85018**

Express buses are great. Referred to the legislation of 1985 in which the directive was to make a rapid transit component onto the bus system. Recommends that service be continued. Everyone should be involved with House Bill 2292. You can get on the web site with the state. This bill will create an \$8 billion mass transit fund. Education is needed in transit. Scottsdale should have a bus bench and a bus map.

**John Schultz, 3202 North Scottsdale Road, #9, Scottsdale, AZ 85251**

It is amazing how \$1.2 million designates the entire system for the City of Scottsdale. He thinks the historical perspective we should look at is all that the citizens of south Scottsdale have lost in the last budget crises. He doesn't understand why we should be losing the express service in the south part of town.

**Linda Smith, 8125 East Indianola, Scottsdale, AZ 85251**

Represented the thoughts and concerns of Wanda Abby who relies heavily on the 510. Takes 510 to work. It is her sole mode of transportation. If 510 is eliminated, she will be forced to retire. Has been riding the bus for 12 years.

**Robert Edwards, 7764 East Rovey, Scottsdale, AZ 85250**

Wife is bus rider. Not fair for 510 to be eliminated, as it is a valuable amenity for the community.



**Walter Thurber, 8338 East Belgian Trail, Scottsdale, AZ 85258**

510 rider since 1995 three – four times a week. Bus stops next to his office building in the morning. In the evening he walks two blocks to pick up the outbound bus. It is a convenient service. Feels that local buses are slower because they make more stops and operate in an east/west north/south direction. He is commuting from Scottsdale to Phoenix, which requires him to transfer from one bus to another. It makes the commute excessively long causing him to drive. He feels it is important to have a strong public transportation system. With traffic congestion the way it is, we should be thinking about enhancing our public transportation system rather than cutting it back.

**Susan Baker, 4246 North Parkway Avenue, Scottsdale, AZ 85251**

Is a rider of the 510 for 2 1/2 years. It is a convenience. Bus service is a necessity to get her to and from work.

**Catherine Johnson, 9460 East Mission Lane, #116, Scottsdale, AZ**

Is not a regular bus rider but has observed that the city has great bus service. Feels the City of Scottsdale can find a different place to get the money from. Moved to Scottsdale due to bus system. At times takes DAR.

**Irish Bill, 4125 North 78th Way, Scottsdale, AZ 85251**

He thinks this meeting tonight should not only be about the budget. It should be about the number one priority of safety and health of our fellow citizens in the COS. Those citizens or disabled people go all the way across town to go to their job. We definitely need buses in south Scottsdale. Not too long ago he was here for a firefighter meeting. The committee stated we need more fire hydrants. One of the councilmen said why do we need more fire hydrants? Well we got more people living here now. We got more business people here. Buses carry disabled people and senior citizens. They go to doctors, hospitals, and senior centers and they don't want to wait a whole hour to catch the bus and go back home.

**Tom Tumas, 27025 North 56th Street, Scottsdale, AZ 85262**

Mr. Tumas spoke for his father, Harold Tumas, 8549 East Sandalwood Drive, Scottsdale, Arizona 85250. Weeks and weeks ago when his father found out about the special services being on the block, he asked him to bring him down here to this meeting. He has been listening to all these people, but there are not a lot of people from the special services here because they are like my dad. He is 82 and on dialysis 3 days a week for 4 hours getting his blood cleaned. The special services van is a life link for him. The alternatives are not going to be acceptable for timeliness for keeping his appointments. This does not only affect his father but affects all the other people using the special services for dialysis. His emotions have been running high and low on this. He said the commission has been listening to this all night and the message is clear that there must be other areas we can look at than to take transportation from the disabled, from the people who need to take the bus to work. There are simple things that could be more effectively taken off of the budget other than this.

**Robert A. Kegel, 10587 East Palomino Road, Scottsdale, AZ 85258**

Rider of 510 for two years. Pointed out that Scottsdale is not an island onto itself. It is a viable part of a rapidly growing metro area. Scottsdale needs to provide a complete bus service so that it is an integral part of the entire community. Pointed out that a majority of the bus riders are employed or students. Retain all bus service.

**COMMENT CARDS – Checked YES, I WISH TO SPEAK REGARDING ITEM #7**

**Nancy Idzorek, 7736 Via de la Montana, Scottsdale, AZ 85258**

*Did not speak, had to leave. No written comments.*

**Jon Eliason, 7806 East Keim Drive, Scottsdale, AZ 85250**

*Did not speak, had to leave.* Written comments: Please do not cancel/reduce the 510 express. If anything, the route needs an additional route that runs/returns to Scottsdale from downtown after 6 PM. Hundreds of residents rely on its service each week. Canceling/reducing 510 express will cause greater wear and tear on roads in Scottsdale, increase the likelihood of costly accidents, and make Scottsdale a less pedestrian/bike friendly. Please do not reduce/cancel 510.

**COMMENT CARDS – Checked NO, I DO NOT WISH TO SPEAK BUT WISH TO COMMENT ON BACK OF THIS CARD. I AM OPPOSED TO AGENDA ITEM #7.**

**Kay Reed, 3524 N. Miller Road, #8, Scottsdale, AZ 85251**

Decisions are based on a set of values. One has to question the values that prompted the decision to carry out the purchase of a \$250,000 piece of sculpture in an economic crisis. Public transportation in a recession becomes more important as personal incomes decline.

**Jim Edgar, 6171 N. Granite Reef Road, Scottsdale, AZ 85250**

In favor of continuing Route 510.

**Pamela Acker, 8227 E. McDonald Drive, Scottsdale, AZ 85250**

My husband is retired on Social Security. We have a family car. I have been laid off until recently when I accepted a position with Maricopa County because I knew I could ride the 510 express bus. I adamantly oppose the elimination of the 510 express bus route. Also the quality of life by not having to drive and blue skies is and should be important to any citizen. Thank you.

**Vern Acker, 8227 E. McDonald Drive, Scottsdale, AZ 85250**

I have recently retired and my wife depends entirely on bus route 510 to downtown Phoenix. It is an asset for us since my Social Security is my retirement.

**Lesley Kratz, 3913 N. 83<sup>rd</sup> Street, Scottsdale, AZ 85251**

The elimination of the 510 express I am opposed to. I have severe asthma and have difficulties with breathing during high pollution days with the elimination there will be more individuals driving adding to the pollution. With the additional pollution it will cause those of us with breathing problems more problems. If the 510 is eliminated then I will be forced to move out of Scottsdale.

**Isa Diaz, 3031 N. Civic Center #318, Scottsdale, AZ 85251**

I have ridden the 510 bus for almost a year and find it to be a great value for many reasons. Financially, it has made many things possible for me, environmentally it has allowed me to contribute to a cleaner Arizona environment, and personally the stress relief of not driving and the pleasure of meeting the professional people on the bus. The elimination is unjust, I ask for some sort of express route to Phoenix to remain in tact. Thank you. A sincere Scottsdale resident.

**Matt Murphy, 3031 N. Civic Center #318, Scottsdale, AZ 85251**

Please keep the 510 bus route. It is many people's only way to work. If you get rid of it, then what is the alternative!?!

**Charles J. Raymond, 7436 E. Coronado Road, Scottsdale, AZ 85252**

The change would cause a hardship in time and inconvenience.

**Marvin Pteznick, 1215 E. Vista del Cerro, Tempe. AZ 85281**

I work in Scottsdale and ride the bus (Route 72). I'm very concerned about the changes the city wants to make. Several times each week the bus is filled with people standing as all the seats are filled. How will you get a double load of people on if you cut back on the number of buses. A lot of the buses are very old and there are many breakdowns, now you have people waiting about an hour, which is nice when it's 110 degrees outside. I know they send replacement buses but not too promptly.

**Robert B. Baldwin, 8356 E. Fairmount Avenue, Scottsdale, AZ 85251**

As part of the state travel reduction plan, I am committed to riding the bus at least once a week. Route 510 drops me off at the door to my office in about 40 minutes. Other transit routes and transfers would take at least twice that long. I enjoy riding the bus. It is economical, reduces congestion and pollution. Route 510 is an important route. I work from 7:30 t- 4:30 M – F.

**Dixie Lee Melkus, 27201 N. 64<sup>th</sup> Street, Scottsdale, AZ 85262**

I am opposed to a reduction in bus service. Scottsdale Healthcare Osborn has a large number of employees who use the bus system to come to work. As the volunteer supervisor I have many volunteers who are able to serve the hospital because of bus service. I take the bus myself using Dial's Park & Ride. Reducing service on Route 72 would make it more difficult to use.

**Sergio Mosqueda, 6826 E. Avalon Drive, Scottsdale, AZ 85251**

Suppressing Route 510 goes against the goal of improving quality of life in Scottsdale. The elimination of this service will increase air pollution and personal pollution. It will stress out families and will stress out work environments. Please be careful with your decisions.

**Lisa Clark, 8222 E. Via de Viva, Scottsdale, AZ 85258**

I am opposed to the elimination of the 510 Express Route from Scottsdale to the downtown area. I have expressed my view in a letter previously sent to the attention of Debra Astin. Please consider other options – a city as large as Scottsdale needs alternative public transportation. Non-express routes are not a viable option. Thank you.

**Eleanor Schatz, 7910 E. Camelback Road, Scottsdale, AZ 85251**

I am against the cancellation of Maricopa Transportation Service. My husband is undergoing dialysis three times a week. He needs a person to help him in the wheel chair, be taken to the center and brought back home. Personal care. It is a hardship. About a ride with Cab Connection it will not do what he needs, regular travel is needed.

**Erik Anderson, 815 N. 52<sup>nd</sup> Street #2308, Phoenix, AZ 85008**

We must keep the 510 bus routes. Why? Because it is the only direct way I have to reach work I know it's costing the city money to operate but what bus route does not? Also to increase trolley service is a luxury to the riders, not a necessity. I urge you to think of the people who need rides rather than those who merely want them.

**Richard C. Schlenker, 5129 E. Pinchot Avenue, Phoenix, AZ 85018**

I am opposed to canceling the bus route 510 (Scottsdale Express) as I ride it everyday to and from work.

**Marilyn Steege, 6401 E. Hubbell, Scottsdale, AZ 85257**

I ride this [510] bus and it helps me out a lot on the days I need to ride the bus. I would appreciate it greatly if this privilege wouldn't be taken away from me & I would need to find another way to & from work on those days.

**Mark C. Thelin, 7534 E. Osborn Road, Scottsdale, AZ 85251**

As to the reduction or curtailment of bus service, e.g. Routes 72, 76, would it not be possible to maintain the present scheduled service with smaller buses on those routes? If buses run every 15-20 minutes, there is no problem. Less frequently means more time spent in planning trips, leading to fewer trips, and a vicious circle which ends in discontinued service.

**Donna Likewise, 8019 Via Palma, Scottsdale, AZ 85258**

I depend on the 510 bus to get down to the capital. I have been taking the 510 for 8 years. I feel it's a shame to discontinue the Express for people working in Phoenix.

**Jolie Panyon, 4037 N. 82<sup>nd</sup> Place, Scottsdale, 85251**

The reduction of the 510 Express will greatly impact my family. I work for Maricopa County (MCAO). As a supervisor I can only work 8 – 5. My husband stays home with our daughter and attends school. We live on a single income and rely on bus service. It is our hope that you don't eliminate the 510 express.

**Karen Tash, 6556 E. 4th Street, Scottsdale, 85251**

I am a regular rider of the 510 Express bus. My job has issued to me a bus card. I recently bought a house in Old Town Scottsdale and it is convenient for me to take the bus to work. I strongly oppose cutting the 510 bus. My riding the bus helps with pollution; it enables me to get to work in the event my car is in the shop and overall pay taxes.

**Laura Welch, 7770 E. Rovey Ave., Scottsdale, AZ 85250**

This is not a 2 horse town. This city has a responsibility to its citizens to provide necessary services. This is a necessary service. Look at the long range effects of such a decision. How many current commuters and future residents will be negatively impacted by this reduction in services?

**Ann Donohue, no address given**

I am a current "510" bus rider for the past eight years. These past 8 years I have enjoyed riding the bus. I work for the City of Phoenix, and the city encourages all to ride the bus. Now the City of Scottsdale wants to take it away. Aren't we all encouraged to do our part to fight pollution? More cars on the road – back to the same old problem.

**Lynne Marion (Linda F.), 10155 E. Topaz Drive, Scottsdale, AZ 85258**

I am a regular #510 bus rider (as well as on #81) and I hope and ask that Scottsdale keep this bus route. There are an average of 90 people who use this on any given day to work in downtown Phoenix. Without this bus there would be a physical, economic, and environmental impact that is truly negative. Thank you for a No vote on Item #7.

**Christina Timeche, 5350 E. Taylor #225, Phoenix, AZ 85008**

I am riding the 510 to help cut pollution in Phoenix. If the 510 is terminated I will be forced to drive to work five days a week. Please do not stop the Express 510.

**Brad Harper, 7452 E. Wethersfield Road, Scottsdale, AZ 85260**

I strongly oppose shutting down Rt. 72 before 11:00 P.M. on Scottsdale Rd. My kids take the bus during the day and return when my son gets off work @ 10 P.M. This early closure will have an adverse effect on "Hotel Row". My son will be forced to take his college funds & buy a smoky, oil burning clunker. This would be a move in the wrong direction. Scottsdale needs to lead the way with dependable public transportation on it's main artery.

**Angela M. Fray, 5144 N. 82<sup>nd</sup> Street, Scottsdale, AZ 85250**

I am from the San Francisco Bay area and public transit is used by everyone even "lawyers". We need to get more people on buses. If we don't have public transit we will have more accidents and pollution. Raise fares but don't cut service. I have used the 81 to go to work for 18 months and it worked great. We need better transportation not worse!

**Marguerite Marra, 8311 E. Via de Ventura, #1020, Scottsdale, AZ 85258**

Please do not reduce transit service for Route 81. Perhaps, I am only one voice from the student body of 50,000 here tonight from ASU but I want you to know the importance of transit to students. Both the 72 & 81 are vital services which currently provide convenient route frequencies during the peak hours. Reducing peak service will increase traffic in Scottsdale, thus increase pollution. Providing the current services help students taking evening & early morning classes & help traffic flow to already over crowded roads.

**Ella Holland-Bristow, 6714 E. Monterey Way, #C, Scottsdale, AZ 85251**

Concerning the reduction in Scottsdale area – I work at 48<sup>th</sup> St. & Chandler Blvd. Take the bus from 68<sup>th</sup> St. to Osborn M – F have to leave as early as 6:30 AM to get to work by 8:00. On Sat & Sun with 1 hour service – this will increase the ride time. Do not understand how increasing the trolley service will help the bus riders of Scottsdale!

**Ester L. Henry, 6801 E. Camelback Rd., J102, Scottsdale, AZ 85251**

I ride the bus every day, this is my only means of transportation, therefore this will be very hard on my budget to pay for other kind of transportation, cab etc. I definitely object to any reduction of services of Route 66.

**Richard Rowe, 3002 N. 70<sup>th</sup> St., #137, Scottsdale, AZ 85251**

Granted some routes can be cut back to 1 hr. service. Our “local” routes 68<sup>th</sup> St., Granite Reef & Via Linda. But heavy routes such as Scottsdale Rd. & Hayden should not be changed. If you want to save money do not include trolleys – we need to get workers to their jobs not shuttle tourists around downtown. Thank you.

**Chris Niles, 6845 E. Osborn Road, #E, Scottsdale, AZ 8521**

Opposed to eliminating bus service to Scottsdale.

**Greg Devorce, 2205 S. Granada Drive, Apt. #6, Tempe, AZ 85282**

***This card was handed in AFTER public testimony had begun on the item.***

The cuts are possible and I like the transit bus service as is, and if they change it, all hell will break loose.

**Stephen Timmons Edwards, 7764 E. Rovey Ave., Scottsdale, AZ 85250**

*See attached correspondence.*

**ADDITIONAL COMMENT CARDS – In Favor of Keeping Bus Service**

**Elizabeth Tye, 8049 E. Lewis Ave., Scottsdale, AZ 85257**

**Margaret Tye, 8049 E. Lewis Ave., Scottsdale, AZ 85257**

**Frances Thurber, 8338 E. Belgian Trail, Scottsdale, AZ 85258**

**Marianne Ames, 7800 E. Lincoln #1009, Scottsdale, AZ 85250**

**Andrew McNeil, 2031 N. 66<sup>th</sup> St., Scottsdale, AZ 85257**

**Joy McNeil, 2031 N. 66<sup>th</sup> St., Scottsdale, AZ 85257**

**Betty E. Mybeck, 7501 N. Via De La Escuela, Scottsdale, AZ 85258**

**Ron Johnson, 8708 E. San Miguel Av., Scottsdale, AZ 85250**

**Yvonne Sandoval, 1666 S. Extension, 11-105, Mesa, AZ 85210**

**Wanda L. Abbey, 206 S. 17<sup>th</sup> Av., Phoenix, AZ 85007**

## **6. INDIAN SCHOOL ROAD CORRIDOR INTELLIGENT TRANSPORTATION SYSTEM (ITS) EVALUATION**

Ms. Corathers introduced Mr. Burt who will provide results of the Intelligent Transportation System (ITS) on the Indian School Road corridor. The purpose of this evaluation is to make sure the city is getting good value on its ITS program and investments. It is expected that significant opportunities for future funding for ITS will be available.

Mr. Burt explained that ITS provides a means to manage traffic better, improve efficiency, promote safety for local and regional traffic, and allows staff to be more responsive to the concerns of the traveling public to adopt a more proactive hands-on approach to managing traffic on a day-to-day basis.

The Indian School Road ITS is deployed over a three-mile section of Indian School Road from 64<sup>th</sup> Street to Pima Road. It includes five CCTV cameras, six variable message signs (VMS's), radar traffic detectors at three intersections, and video traffic detectors at three other intersections.

The Indian School Road project cost approximately \$2.98 million to implement of which \$1.67 million were federal funds.

Listed below are results of the evaluation:

- Various tests proved that Traffic Engineering staff utilized the ITS extensively and aggressively.
- Over 400 signal timing plan modifications could be made per year.
- Over 150 VMS messages could be placed per year.
- The following benefits resulted based on detailed logs maintained by staff:
  - Reduced travel time of about 64 seconds on Indian School Road was made possible.
  - By having a police officer working with city traffic staff in the Traffic Management Center during special events (i.e., Phoenix Open) reduced the number of officers required in the field by about 30 officers per day.
  - Allows city staff to perform about 50 more timing plan updates each year given their current resources.
- In addition, based on logs maintained by staff, the following hypothesized benefits resulted:
  - Traffic delay reductions from “tactical” timing plan modifications were made in response to day-to-day congestion, incidents, construction, and special events.
  - Traffic delay reductions from VMS messages promote detours around trouble spots, save time and fuel, and reduce emissions
- It was found that of the two alternative traffic detector technologies (radar and video), neither of the two are a better choice than the traditional inductive loop the city has been using for years.
  - The radar detector proved that the width and depth of the traffic detection zone is insufficient. Given the mounting constraints, staff was unable to move the cameras back far enough to provide the necessary coverage at intersections.
  - The video detector had poor image recognition and had a limited field of view for traffic surveillance

Mr. Burt stated that a sketch level estimate of the annual dollar value of observed and hypothesized benefits was done. This amounted to about 85% of the total implementation cost of the project.

Overall, the evaluation resulted in the following conclusions:

- The ITS project is successful
- Staff is the most critical component
- CCTV cameras and signal system are the backbone to ITS
- VMS placement is critical
- More information on VMS impacts will be useful
- Loops are still the best traffic detection option
- Additional infrastructure will enhance larger scale strategies
- This state-of-the art technology system is emerging and continue to assess

Extensive dialogue carried between the Commissioners and staff as to the cost of the ITS program for the current fiscal year and future years. Ms. Corathers stated that for the upcoming CIP 5-year program, the cost is \$17.9 million for the entire ITS system that includes the Indian School Road segment. She reiterated that a large amount of federal funds are attainable for this program. Ms. Secor explained that the \$17.9 million is for the capital cost over a 5-year period. She explained that operations and maintenance is a critical component of ITS and no federal dollars help in operating or maintaining the system. It is estimated that the operating cost for the program is \$500,000 per year. This includes the cost for three full-time staff, supplies, commodities, and other small minor capital equipment.

Commissioner Gilliland feels that this is a prototype project for the city that provides benefits to the community and questioned the cost associated with these benefits. Mr. Burt stated that a formal benefit cost comparison was not part of the Scope of Work and that the operations cost was not quantified.

Mr. Dressel added that within the 5-year period, it is staffs' goal to implement the ITS system to approximately 10 miles of roadway per year. In addition, attempts will be made to tie in the ITS system with the freeway.

**Commissioner Hill motioned to (1) accept the evaluation report; (2) validate the city's role in regional ITS, and (3) Support continued investment as part of the ITS program with stipulations and with a possible decelerated rate of investment compared to the current 5-year projection.**

Commissioner Johnson questioned the stipulations on part three (3) of Commissioner Hill's motion.

Commissioner Rooney suggested rewriting the motion to: (1) Accept the evaluation report; (2) validate the city's support for ITS or involvement in investigating the feasibility of ITS; and (3) Validate the city's role in regional ITS.

Commissioner Rooney asked Commissioner Hill to withdraw his motion and formulated a motion that could be acceptable to all. Commissioner Hill gave his consent to withdraw his motion.

**Commissioner Rooney motioned that the Transportation Commission: (1) Accept the evaluation report; (2) Support the city's continued investigation of the feasibility of ITS, but with a re-examination of the cost and timing of its implementation, and; (3) Validate the city's role in regional ITS planning.**

**Vice-Chair Gilliland seconded the motion, which passed 4-2. (Commissioner Davis and Johnson opposed.)**

## **8. COMMISSIONERS' COMMENTS**

Commissioner Rooney expressed his frustration in that the Commission did not have the opportunity to comment on agenda item #7. The Commission concurred.

Commissioner Rooney, after listening to public comments, requested that staff return to the Commission with different iterations of the budget reflecting where dollars could be shifted in an attempt to save Route 510 and the County Special Transportation Services. He requested the same be done to reflect where weekend service or changing frequency will make a difference. Commissioner Davis agreed.

Commissioner Davis asked if any means of increasing revenue on specified routes have been explored. If so, he would like to know if there are any things the city can do to increase revenue that could help support Route 510 and the County Special Services.

Per Commissioner Rooney's request, Mr. Little suggested that the Commission request a Special Meeting with the Transportation staff to discuss various alternatives with respect to different plans of action such as possibly shifting monies around in an attempt to save Route 510 and Maricopa County Special Services. And an analysis can be provided as to whether funds for the trolley need to be increased or possibly reducing trolley services to a certain level.

Commissioner Johnson expressed her concern with all the proposed changes in transit. She stated that no monies should be cut from transportation. The city is getting more people, jobs and businesses. Public transportation is a service like water and sanitation, therefore, is a service the city needs to provide. She stated that every citizen has the right for decent public transportation and is not in favor of any cuts to transit. Commissioner Hill concurred and added that the funds for the trolley need to be reduced as the downtown trolley is an amenity and the Route 510 is a necessity. Vice-Chair Gilliland agreed with Commissioner Hill.

## **9. GENERAL MANAGER'S COMMENTS**

None.

## **10. ADJOURNMENT**

**COMMISSIONER ROONEY MOVED TO ADJOURN THE REGULAR MEETING AT 10:04 P.M.**

**COMMISSIONER JOHNSON SECONDED THE MOTION, WHICH CARRIED UNANIMOUSLY 6-0.**

Respectfully submitted,

Rose Arballo  
Transportation Secretary